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652

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1.15 " " 1.45 " " 15 " "
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[33]

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92 buildings, principally of brick and steel, 310 entrances. 37 buildings are private
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Custom-house brokerage and insurance undertaken. Rates moderate.
Mooring Basin, 600 feet by 100 feet by 25 feet deep, adjoining the docks and warehouses. [712]

BOTTLED COCKTAILS
CALDBECK'S GIN COCKTAIL.
CALDBECK'S VERMOUTH COCKTAILS.
Keep on ice and shake bottle before using. No mixing required.
SOLE AGENTS:—
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1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always
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ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.
Hongkong, 28th May, 1913. [720]

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The GOLD MEDAL for Quality in the
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OBTAINABLE AT ALL STORES OR FROM THE
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NOTE.—Any persons proved guilty of re-filling our empty bottles with inferior Whisky
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WASHABLE DISTEMPER in Paste Form.
"SYNOLEO."
Requires only the addition of cold water to be ready for use.
Absolutely dependable in its results.
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Running Water, Electric Light, Excellent Cuisine, Low Rates. [832]
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Delightfully situated "right close to the
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Recently Refurnished and Redecorated.
Large Airy Public Rooms.
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Suites de Luxe.
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A LA CARTE GRILL ROOM.
J. H. TAGGART, Manager. [26]

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A FIRST CLASS HOTEL.
Central Position for Tram and Ferry.
Electric Lifts.
Electric Fans.
Hot and Cold Water.
Latest Improvements.
Reasonable Rates.
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H. HAYNES,
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A FIRST CLASS AND UP-TO-DATE
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THIS HOTEL has recently been thoroughly
renovated, extensively enlarged, and is now
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ENTIRELY UNDER EUROPEAN
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Hongkong. [36]

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P. O. PEUSTER,
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STANDING in its own grounds, with Tennis
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Well Furnished Rooms, every home comfort
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[36]

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MACAO
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SITUATED IN THE CENTRE OF PRATA GRASSA
Both Hotels electrically lighted and under
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GUIDES AND CHAIRS PROVIDED.
Every Information and Special Attention given
to Tourists.
REASONABLE RATES.
WM. FARMER
Proprietor. [742]
1st January, 1913.

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19, QUEEN'S ROAD CENTRAL.
FURNITURE AND PHOTO GOODS
STORE.
Photographic Goods of every Description
in Stock.
Developing, Printing and Enlarging.
Canton Marbles in Various Shades.
TELEPHONE 1219.
Hongkong, 16th April, 1913. [1584]

HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, June 25th.

THE MARCONI DEBATE.

Two rather acrid debates at Westminster have given the Government a majority of over seventy in the Marconi debate, and they at least are anxious that the miserable business should sink into oblivion. It is to be doubted whether any section of the House is really satisfied with the result. Unfortunately it was made a party question, and each party has been guilty of faulty tactics. Worst of all has been the failure of the Labour party to grasp a wonderful opportunity to score political honour by presenting an independent report on the Marconi Commission. In all probability such a report would have been adopted, and the party would have been in the unenvied position of securing the approval of the majority of the country. The Ministerialists blundered by substituting, on the grounds of strict technicality, for the Chairman's draft report, the resolution adopted by the House. The Conservatives blundered by waiving the original idea of Mr. Bonar Law, and therefore all through the proceedings technical and legal points, instead of the higher considerations of political obligations and personal honour, have been the dominating considerations. As far as Westminster is concerned, there is therefore a general desire to close the dispute. Apart from Home opinion, which I am bound to say has been but little appeased by either the Commission's report or the vote of the House, our political reputation has suffered far afield. In America remarkable interest has been shown in the case, especially among those who declare that politics are such a source of corruption that all parties, both American and English, are tainted with it. They are rather delighted that these developments have arisen, for they aid them in their arguments in defending the foulness of the American system, and they have tended to obliterate the most-quoted of examples against their methods. On the continent of Europe similar interest has been shown, and I noticed the other day no less than six columns in the *Frankfurter Zeitung* about the affair, specially contributed by its London correspondent.

THE SHIPBUILDING YARDS.

British shipyards are exceptionally busy just now, and a great deal of the work is for foreign owners. This is the situation in spite of the fact that our makers are hampered by labour unrest. Three big boats have just been ordered for Argentina and Greece, one of them to cost £250,000 going to Messrs. Cammell, Laird & Company, Birkenhead. A member of the Bethlehem Steel Corporation of America is also here this week receiving tenders for the construction of ten ore carriers, each to have a capacity of 15,000 tons deadweight. These are for the transport of ore from the Company's iron-ore properties in Chile, by way of the new Panama Canal. It is clear that as the Company recently took over the Fore River Shipbuilding Company of Quincy, Massachusetts, the American yards cannot compete with the British for cheap and rapid deliveries.

THE "TITANIC" DISASTER.

The expected crop of claims against the White Star Company in respect to the loss of life on the *Titanic* has just begun to mature in the Courts. These cases raise a question of great importance to passengers. Shipowners commonly incorporate in the tickets issued to passengers a negligence clause exempting them from liability for loss caused by the negligence of their servants, etc., and the question is, whether the negligence clause is valid if embodied in a ticket issued to steerage passengers. For such passengers the statute, by section 320, authorises the Board of Trade to prescribe a form of contract ticket, and provides that any direction contained in it and not inconsistent with the provisions of the Act shall be obeyed as if set forth in this section. The Board of Trade form of contract ticket now in use dates from 1894, and according to the plaintiffs' contention imposes on the shipowner an obligation to carry the passenger safely to a named destination. It states no exceptions to this obligation, and expressly provides in direction 6 that "a contract ticket shall not contain on the face thereof any condition, stipulation, or exception not contained in this form." The negligence clause, not being part of the Board of Trade form, is hence invalid, according to the plaintiffs' contention. No doubt it is commonly printed on the back, and not on the face of the ticket, but a notice in red ink on the face directs the passenger's attention to the conditions on the back. It is argued that the unauthorised exception is thus impliedly "on the face" of the ticket in breach of the prescribed form. If the decision be favourable to the plaintiffs it will affect the whole of the steerage

passenger trade from the United Kingdom to America, which is at present carried on by the Companies on a uniform ticket.

ALIEN PILOTS.

Following the outcry against Asiatic seamen, there is now a renewal of the criticism of alien pilots. At the annual Conference of the United Kingdom Pilots' Association at South Shields the other day satisfaction was expressed at the passing of the new Pilotage Act, which places the pilot on a better basis than ever before, but the delegates severely criticised the authorities for continuing to disregard the grievance of British pilots in regard to foreign certificates. One delegate pointed out that if an alien were to photograph near a fortress or naval works he would be arrested as a spy, yet for years the Government has tolerated a system whereby aliens took soundings round the coast. He urged that Continental methods should be adopted and no alien vessel should be allowed in a British river without a British pilot.

"FRIENDS OF CHINA."

Dr. Chapple and Mr. Cunningham-Graham, who are to go to China in August as the representatives of the new Friends of China group at Westminster, will prepare a report on which the future actions of the group will be largely based. The former is a New Zealander who has sat for a Scottish constituency during the life of this Parliament, while the latter is an advanced Liberal with rather more than the average knowledge of foreign affairs. They are hardly weighty representatives of our Parliament, but they have already secured editorial support from one or two Ministerial papers for the project to allocate a percentage of the Boxer Indemnity to provide funds for the establishment of a British University for Central China at Wuchang. The *Daily News*, for instance, says the project "can hardly fail to command the cordial support of men of all parties. The motive behind the proposition is altruistic, but it is the kind of altruism that proves in the end to be true self-interest. It is made clear by the experience of America, which is now reaping, in the political and commercial spheres, the fruits of her far-sighted policy, in devoting most of her share of the same indemnity to providing Western education for Chinese students."

THE ROYAL COLONIAL INSTITUTE.

The annual conversations of the Royal Colonial Institute was held last night at the Natural History Museum, South Kensington, when a great number of overseas members and guests assembled to retell old tales, renew former friendships, enjoy the musical programme and observe the latest additions to the Museum. The vocalists of the evening were Miss Estu D'Arco, Miss Margaret Balfour, Mr. Julian Henry and Mr. James Hay, while Mr. Godfrey Ludlow contributed violin solos and Miss Nellie Norway played on her silver bells. The director was Mr. P. Mavon-Ibbs of Melbourne. Congratulations were showered on Sir Frederick Young, K.C.M.G., Vice-President and notable supporter of the Institute, who has just celebrated his ninety-sixth birthday. Few have done so much for Imperial Federation, so it is fitting that among the messages he has received are those from Earl Roberts, the High Commissioner of Australia, South Africa, and New Zealand, and the Agents-General for Tasmania, British Columbia, South Australia, Western Australia, and other overseas dominions.

PRESENTATION TO SIR JOHN ANDERSON.

Another event yesterday was the presentation to Sir John Anderson, Permanent Under-Secretary of State for the Colonies. This took the form of a portrait of Sir John, subscribed for by Straits and Malay friends of this former Governor of the Colony. The picture will be hung in the Victoria Hall, Singapore. The artist is Mr. William Orpen, A.R.A., who has also personally painted a replica for Sir John himself.

OPIUM IN RUSSIA.

News from Russia indicates that the Russian Government has become alarmed by the growth of the opium habit in the realm of the Czar, especially in Moscow, where there is a new Chinese quarter. It is said that Chinese merchants manage very skilfully to smuggle the drug in along with perfumes and other Oriental wares and their methods of distributing it to their clients are highly ingenious. One side of the trade is said to be conducted by travelling Chinese performers who appear at cabarets at night, and aid of conjuring manage to deliver to the gilded youth of the city little boxes containing ten pills of the seductive drug. A commission has just begun the consideration of the best means of combatting the evil.

OIL TRUSTS.

I hear the famous Rockefeller group of Standard Oil magnates are threatened with opposition worthy of their method for the Rothschilds are about to join the Waters-Pierce Oil Company to fight the

great trust. The Waters-Pierce concern now has a capital of £200,000, but if the negotiations are carried through with the Rothschilds it will be increased to £2,000,000. Up to the time when the American Government took proceedings against the Standard Oil Trust the Waters-Pierce concern was allied with the Rockefellers, and was the chief opponent of Lord Cowdray's Mexican Eagle Company.

THE "KONGO."

The Dreadnought cruiser *Kongo* of the Japanese Navy is expected to start for the East in August. A new second in command has been appointed, as Commander Y. Masaki is not yet convalescent, following his fall from aloft, when he fractured an arm and a leg.

THE SHARE MARKET.

There is not much satisfaction for any but people with spare cash to invest in the markets just now. Rubber investors are especially blue, because of the low price of that commodity. The really sound companies that are not over-capitalized are all right, and one of them paid no less than ninety per cent. the other day, but the others are in a bad way, and there is bound to be a period of reorganization. After that it is likely that the situation will be stronger and healthier than before—say, in two years' time. Rubber will be seen in several exhibitions in the next eighteen months. The San Francisco Exposition, the London Rubber Exhibition and the Dutch Rubber Exhibition at Batavia will all testify to the big place the industry has in modern life. In Germany the depression is more marked still, and thousands of investors have lost fortunes during the recent "slump" in Canadian Pacific and the other issues in which the Germans are fond of tempting fate on 'Change. The prospect of a huge war tax, the mounting cost of armaments and the constantly increasing calls on the financial side of German patriotism cannot fail to have a depressing effect on even the stoutest Teuton's heart. So, though Germany has lately been wearing all the panoply of national festivity in honour of the Kaiser's Silver Jubilee, there has been a good deal of gloom in the atmosphere.

THE FRENCH PRESIDENT'S VISIT.

No doubt those Germans who look for omens of British hostility will be making the most of the cordial reception accorded to President Poincaré on his arrival here from France yesterday. As a matter of fact there is no such significance in the welcome. I do not doubt that the English have a greater attraction to the French than the Germans, but there has been also the personal touch on this occasion, for there is the belief abroad that in President Poincaré our countrymen are welcoming one of the most notable men who have headed the French Republic. On the other hand, in spite of commercial rivalry, I believe the feeling towards Germany is considerably less bitter than it was, and if the German Emperor does come to see us, as is rumoured, he will have nothing to complain of in the warmth of the greeting that will await him. The King gave the invitation while in Berlin, and November was mentioned as a likely date. But even if the visit is postponed till next year, it appears certain that Prince and Princess Ernest of Brunswick-Lüneburg, the recently-married imperial couple, will pay a private visit to our Royal Family in September.

ANGLO-GERMAN CO-OPERATION IN MESOPOTAMIA.

There are even important negotiations in progress for Anglo-German co-operation in the development of trade in Mesopotamia. An Anglo-German Company is to be formed, with the recognition of the Turkish authorities, and Herr von Gwinner, chief director of the Deutsche Bank, is now in London making arrangements for the development of commercial activity along the Bagdad Railway route. It is expected that another outcome will be an understanding between British and German steamship lines regarding Persian Gulf trade.

WOMEN AS DOCTORS.

AN AUSTRIAN SURGEON'S OPINION.

The eminent Austrian surgeon, Professor Hoehnegg, delivered last month to a meeting of the Austrian Women's Association an interesting address upon nursing and readiness for war, in the course of which he touched upon the question of the fitness of women for the medical profession. Premising that women are specially adapted for the profession of nursing, Professor Hoehnegg deplored that higher inducements should not be offered to them and that the remuneration of competent nurses should be scarcely superior to that of domestic servants. He continued:—"In my opinion, which I share with many of my colleagues, and which is increasingly confirmed the more I become acquainted with female medical students, women are not adapted for the work of a medical practitioner. This is not a matter of fact, but only a state of mind. A doctor must judge independently and often act rapidly. His work demands qualities that are rarely found fully developed in the female sex. Despite the great industry and the high intelligence shown by many of my women students, they are destined to succumb in their struggle, or at least to be unable to attain a position corresponding to their work and to their sacrifice of the joys of life. As the conditions are entirely different in this field women possess special power and fitness, and are not subject to male competition. Here their triumph is assured."

THE BEST WAY ROUND THE WORLD.

A conference is to be held at Moscow next month to consider proposals for quickening transit on the northern route round the world, by way of Siberia and the Pacific and Canada. The essence of the scheme is to take passengers and mails over the Japanese railways in Korea, whence new fast steamers will carry them to Japan. We have no doubt the plan will prove admirable for the postal authorities, and for people who want to get to Japan in a hurry; but travellers who are journeying round the world in order to see it ought to go slower instead of faster. We are very far from the days when our forefathers sallied forth for the plains of Italy in a barouche and four. We are whirled around the globe nowadays and see it in flashes, as in a cinematograph theatre. Impressions are blurred, the mind becomes dulled and unresponsive, and too often men and women return from their long pilgrimages utterly weary. The first thing, then, is to travel in a more leisurely way, and even if time is limited, to try to feel that "the merry world is round, and we may sail for evermore." But which is the best way round the world? There can be no doubt that the route which the Moscow delegates seek to accelerate is the quickest. It has also more delights than is commonly understood. There can be no greater mistake than to suppose that the Siberian Railway is dull. Who that has seen the golden domes of Krasnoyarsk shining in the morning sunlight across the broad bosom of the mighty Yenisei can ever forget that moment? The chill Transbaikian carpeted with flowers in summer-time, even the immense verdureless wastes of North West Manchuria, where the train seems like a ship on a lifeless ocean, each has a fascination of its own. It is best to start eastward and seek the rising sun, or go westward and plunge first into the shrill vitality of Canada? Perhaps that is a matter of mood and temperament. Some may find that after contact with the introspective East, and long days and nights spent tossing on the Northern Pacific, it is bracing and reviving to step ashore amid the courageous hopefulness of Vancouver. The Rockies carry the traveller into free air and great spaces; the wayside towns seem instinct with the energy of a new and thriving land; after the prairies are passed, all the wondrous little lakes carry an invitation upon their green waters; and when Montreal is reached the landing-stages of England seem very near at last. But others may prefer to make Asia a late stage in their progress, and to watch the curious process of unassimilated layers of Asiatic peoples, and aliening eyes and high cheekbones are left far behind, and they enter once more the Europe they know best, and in which they are most at home. The landward way back is more dramatic and alluring.

The defect of the Siberian and Canadian route is that it leaves out so much of the world. The traveller sees Russia, sluggishly developing half a continent, Japan striving for a place among the nations, Canada thrusting her ploughs nearer the Arctic circle, and perhaps the nearer the building of unique New York. He traverses steppes and deserts and prairies, and loiters in half a hundred cities. The trains are not restful, but he should not journey such huge distances to rest, and those who need repose had better stay at home. The drawback of the northern route is that it leaves out the tropics, and those who have never sojourned in perspective. Moreover, the northern route does not touch the true East, the lands of palm trees and golden beaches, of devouring jungle and fierce growth, where the world's myriads chiefly dwell. The way to these regions lies through the Suez Canal, the mysterious gateway of sand and clear skies where in the moonlight great moving lamps are for ever transforming the banks into sheets of driven snow. The time must ultimately come when the dead cities of Persia, will run past the dead bare plain by the Helmand, rarely seen by Europeans, which prophets still believe to be the appointed scene of Armageddon. Or it may pass through the Cilician Gates and lead past the waters of Babylon to the Persian Gulf—the mysterious inland sea where civilization began, only to move elsewhere and leave its birthplace to pearl-fishers and gun-runners and tired Southern Asia still awaits its trunk railways which will run from country to country, though assuredly it will not wait for ever. Meanwhile, the only highway to the sea, which reveals so little, as is shown by the unheeding thousands who are for ever coasting along the derelict solitudes of Arabia. Yet the southern route offers incomparable advantages. No man who has not seen the Lysonian Pass in India can claim fully to know the British Empire; he who has not entered Hongkong by the Lysonian Pass on a bright afternoon still has something to live for, and the white stranger who comes within a narrow Canton shop sees a crowd of yellow faces staring at him through the window grows suddenly conscious that he is in the presence of a new world-problem which will thenceforth possess his thoughts.

The southern route, therefore, though it so largely follows the sea, still draws the wanderer as the northern route has never quite done yet. It takes in India and China, and, if it is correctly followed, it will lead to the bewildering revelation of the United States. Until the traveller has seen the States, and grasped at first hand the mighty forces seething in that agglomeration of races, his *data* for coming to conclusions about the issues of his day and generation are incomplete. Does the pilgrim who learns anything to continue really learn anything which helps to guide his thoughts by his own hand? A day in Chicago or New York, rightly spent and pondered on, conveys more than the reading of a shelf full of books about America. But, though we have weighed the relative attractions of the main northern and southern routes, half the world has still been left unvisited. We have said nothing of Africa, now in the process of a belated awakening, and still waiting to prove whether its dark masses can ever rise in the social scale; nothing of Egypt, the best of all countries for a winter holiday; nothing of Australia, though there are many who

hold that a wide detour beneath the Southern Cross is worth more than many months of Asia; and nothing of South America, where great new nations have grown to manhood unregarded. Our purpose was to inquire the best way round the world, but we fear the ultimate verdict must be that it is a matter of taste and inclination. The northern route has incontestable advantages in the minor matters of time, and it also promises touch with newer problems. The southern route is, on the whole, more comfortable, its charms are more vivid, and it stimulates inquiry into issues which are deeper and more fundamental. Whichever route be chosen, most Englishmen who have seen much of the world generally return with the conviction that, given sufficient means, their own land is, for them, the best to dwell in.—*The Times*.

The *Pall Mall Gazette* has the following comment on the subject:—

Next month a conference is to meet in Moscow to consider the possibility of quickening the journey round the world by way of Siberia and Canada. The Japanese are to put expresses on their new Korean railway system, and to establish a fast line of steamers from Korea to Japan. Ardent travellers can then whisk across Japan by rail, jump aboard a Pacific liner at Yokohama, and whirl home by way of Canada and "Little Old New York." But who wants to rush round the globe at this rate? We can quite understand the advantage of a quicker route between London and Japan, but people who go round the world should linger, and not hurry madly onwards. To emerge on the shores of the Pacific without having seen Peking and the Great Wall and Port Arthur is to miss much that makes so long a journey worth while; and when we reach Japan we want to stop there, instead of seeking out an ocean liner.

PROPOSED JEWISH UNIVERSITY.

A meeting of the general executive of the International Zionist Organization was held last month at the headquarters of the movement in Berlin to decide upon the programme of the next Zionist Congress—the eleventh—which will open in Vienna on September 2. Professor Otto Warburg, chairman of the Central Executive, presided, and representatives were present from Russia, Germany, Austria, Turkey, Bulgaria, and Belgium. It was decided that one of the principal questions to be discussed at the forthcoming Congress should be the advisability of erecting a Jewish University in Jerusalem. It was recognized that the realization of such a project, in view of the present conditions in Palestine, is somewhat premature, but that the obstacles placed in the way of Russian Jewish students desirous of entering the Universities of their native country and of Germany are likely to make the adoption of such a plan a necessity before very long. The reports submitted by the Central Executive upon the general position of the movement, upon its recent political activity, and the latest developments in the colonization of Palestine were approved by the meeting. It was announced that the Anglo-Palestine Company, which has its headquarters in London, has just opened a new branch in Tiberias, being the seventh branch of the Zionist bank in Palestine.

During the proceedings a telegram was received from New York announcing that Mr. Nahum Sokolow, a member of the Central Executive, had been received at Washington by Mr. Bryan, Secretary of State, who, in the course of a long interview, assured him of his cordial sympathy with the aspirations of the Zionist movement and promised him the friendly offices of the American Government in the endeavours for their fulfilment.

GERMANY AND UNIFORMITY OF BILLS OF EXCHANGE.

THE ANGLO-SAXON ATTITUDE.

In the Reichstag on the 25th ult. the Bill embodying the 1912 Hague Convention for the uniformity of the laws respecting bills of exchange was passed on first and second readings. In the course of the proceedings, Herr von Jagow, Secretary of State for Foreign Affairs, related the previous history of the Convention, which, he said, bound the 28 signatory States to introduce uniform regulations regarding bills of exchange, which was to represent the first international code of private law.

Only England and the United States, he said, were standing out, as their representatives in view of the legal and constitutional position in their countries could not bind themselves to a uniform law regarding bills of exchange. Still it might be expected that England would modify her internal legislation so as to make it more in conformity with the Hague regulations. The history of the Anglo-Saxon commercial spheres was regrettable, for the convention involved the greatest benefit for the whole commercial world. It was also valuable politically—it tied new legal bonds around the peoples in a matter of importance for trade and also served to promote peaceful co-operation and thus to bring about a natural understanding. After the Secretary of State had spoken, representatives of all parties welcomed the Hague Convention as a fresh step in the direction of the peaceful rapprochement of the peoples and expressed the hope that Great Britain and the United States would adhere to it.—*Reuter*.

7 BABIES IN 14 MONTHS.

A Berlin telegram to the London *Daily Mail* last month conveyed the following information:—The wife of Herr Ottmann, a well-to-do manufacturer at Schöndorf, Bavaria, has given birth to seven children within fourteen months. In April, four girls were born to her at the same time, and yesterday she gave birth to three boys.

INTIMATIONS

ECZEMA CAUSED HAIR TO COME OUT

Thick Rash with Intense Irritation. Great Pain, Itching and Burning. Sleep Almost Impossible. Cured by Cuticura Soap and Ointment.

10, Dover Mansions, Canterbury Rd. Brixton, S. W., Eng.—"I derived great benefit from the Cuticura Soap and Ointment. I suffered with eczema at the back of the neck and head, causing my hair to come out very much. There was a thick rash with intense irritation, both of which increased as time went on causing great pain, itching, burning and discomfort, making sleep almost impossible night or day."

"I first tried—lozins which, though cooling, did no real good. I then saw the advertisement of Cuticura Soap and Ointment and wrote for a sample to be sent. I purchased a large tablet of Cuticura Soap and some Cuticura Ointment and used them regularly at night, bathing the affected parts with the Cuticura Soap and hot water, and then gently applying the Cuticura Ointment with the tip of the finger, and in the morning again washing with the Cuticura Soap and hot water. The attack lasted about three months and was quite cured after using the Cuticura Soap and Ointment six weeks, and my hair quite came out." (Signed) Mrs. Fanny Woodbridge, July 24, 1912.

Cuticura Soap and Ointment sold throughout the world. A single set is often sufficient. Sample of each with 33-p. book free from nearest depot: F. Newbery & Sons, 27, Charterhouse St., London; R. T. Evans & Co., Sydney; N. & W. Leman, Ltd., Cape Town; Muller, Maclean & Co., Calcutta and Bombay; Potter Drug & Chem. Corp., Boston, U. S. A. Tender-faced men should shave with Cuticura Soap Shaving Stick. Sample free.

96-6

HOWARD WATCHES

THE AMERICAN WATCH

OF FINEST QUALITY AND HIGH PRECISION.

ADJUSTED FOR TEMPERATURE AND

POSITIONS.

THE PRICE OF THE HOWARD

WATCH IS FIXED

AT THE FACTORY.

Write or Send for Catalogue

THE SOLE AGENTS:

Chs. J. Gaupp & Co.

ALEXANDRA BUILDINGS

CHATER ROAD

41

OUR

STUDY

OF

THE EYE

and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN WE WILL TELL YOU.

CLARK & Co.

SPECIAL OPTICIAN

100, GLOUCESTER ROAD

HONGKONG

48

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P.O. Box 35. Telephone No. 18.
Telegraphic Address: **PRESS**.
Codes: A.B.C. 4th Ed., Lieber's.

NEW ADVERTISEMENTS

FOR SHANGHAI, KOBE AND MOJI

THE Steamship

"THONGWA."
Captain Robins, will be despatched for the above Ports **TO-MORROW**, 23rd inst., at Noon.
The Steamer has superior accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN

(Occupying 20 Days)
The Steamers leave about every 3 weeks for Shanghai and Kobe (Inland Sea), returning via Moji, providing a stay of 5 to 6 days in Japan. Return Tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip, \$120.
For Freight or Passage, apply to
DAVID SASSOON & Co. Ltd.
Agents.
Hongkong, 22nd July, 1913. [60]

NOTICE

WE HAVE OPENED our OFFICE at **ZETLAND STREET**, corner Queen's Road Central.
PAK PING, GREAVES COTTON & Co.,
JAMES HIRAJI.
Hongkong, 21st July, 1913. [894]

NOTICE

MR. DOUGLAS EDWARD CLARK was admitted as a Partner in our Firm on 1st July last.
JOHN D. HUMPHREYS & SON.
Hongkong, 15th July, 1913. [884]

UNDER the Distinguished Patronage of **H.E. THE GOVERNOR, SIR FRANCIS HENRY MAY, K.C.M.G.**

A GRAND PROMENADE CONCERT

will be given on the **HONGKONG CRICKET CLUB GROUND, ON SATURDAY, THE 26TH JULY, AT 9.15 P.M.**, at which several Ladies and Gentlemen have kindly consented to assist.
By kind permission of Major DICKENSON and OFFICERS, the Band of the 2nd Batt. D.C.L.I. will play selections.
Tickets may be obtained at **THE HONGKONG CRICKET CLUB**, and at Messrs. **MOULTON & Co., Ltd.**
Full Programme will be published later.
Hongkong, 18th July, 1913. [890]

WATKINS, LIMITED

(In Liquidation).

NOTICE IS HEREBY GIVEN that a **GENERAL MEETING** of the above-named Company will be held in the Office of the Liquidator, New Government Building, Hongkong, on **THURSDAY, 31st JULY, 1913**, at 3 o'clock p.m. precisely, for the following purposes:—

- (1) To receive the Report and Accounts of the Liquidator and to fix his remuneration.
- (2) To determine whether further legal proceedings should be taken against Mr. C. A. WATKINS.
- (3) To declare a first and final dividend or return of Capital.

E. A. M. WILLIAMS,
Liquidator.
Hongkong, 18th July, 1913. [892]

N.B.—IT IS ALSO HEREBY NOTIFIED that none but registered shareholders will be allowed to attend the Meeting, and that the dividend warrants will only be paid to registered shareholders in exchange for their scrip. [892]

THE "STAR" FERRY COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

INCREASE OF CAPITAL.

NOTICE IS HEREBY GIVEN that the **TRANSFER BOOKS** of the Company will be **CLOSED** on **SATURDAY, 26th JULY, 1913, to FRIDAY, 1st AUGUST, 1913**, both days inclusive.

W. S. BROWN,
Acting Secretary.
Hongkong, 21st July, 1913. [895]

MESSAGE

SKILLFUL, Safety in the General or Electric.
MISS MOBITA,
Care of **MONTE-HOTEL**,
15, 16 and 17, Connaught Road
Opposite Blake Pier.
Hongkong, 8th May, 1913. [652]

GRACA & CO.

POSTAGE STAMPS, PICTORIAL POST CARDS, CIGARS, BOOKS, TOYS, &c.
Just Received.
FRESH SUPPLY OF VEGETABLE SEEDS.
[842]

PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of **THREE AND HALF DOLLARS** per Share for the Six Months ending 30th June will be Payable on **MONDAY, 28th JULY**, on which date Dividend Warrants may be obtained on application at the Company's Office.

The **TRANSFER BOOKS** of the Company will be **CLOSED** on **SATURDAY, the 19th JULY, to MONDAY, the 28th JULY** (both days inclusive), during which period no transfer of Shares can be Registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 11th July, 1913. [873]

THE WEST POINT BUILDING CO., LIMITED.

AN INTERIM DIVIDEND of **TWO DOLLARS** per Share for the Six Months ending 30th June will be Payable on **MONDAY, 28th JULY**, on which date Dividend Warrants may be obtained on application at the Company's Office.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from **THURSDAY, the 19th JULY, to MONDAY, the 28th JULY** (both days inclusive), during which period no transfer of Shares can be Registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the
HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD.,
General Agents for the
WEST POINT BUILDING COMPANY, LTD.
Hongkong, 11th July, 1913. [874]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from **THURSDAY, the 19th JULY, to MONDAY, the 28th JULY** (both days inclusive), during which period no transfer of Shares can be Registered.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.
Hongkong, 8th July, 1913. [860]

G. R. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on **MONDAY, the 28th day of JULY, 1913, at 3 p.m.**, at the Office of the **PUBLIC WORKS DEPARTMENT**, by Order of His Excellency the **GOVERNOR**, of One Lot of **CROWN LAND** at **Tai Ping Shan**, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a **CROWN RENT** to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot.	Locality.	Boundary Measurements (Approximate).	Contents in Square feet.	Annual Rent.	Upset Price.
1	Between the Boundary of the Lot and the Boundary of the Lot.	N.E. 62 feet, S.W. 62 feet, E. 114 feet, W. 114 feet.	7,068 square feet.	114	21,200

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REPORTING of any Description Under taken by Competent and Reliable Note-Takers.
Correspondence and Tabulated Work turned out with Accuracy and despatch.
Contracts arranged. Secretarial duties undertaken.

H. E. VICTOR,
Manager,
6, Des Vaux Road Central,
(First Floor).
Telephone No. 650.
Hongkong, 1st June, 1913. [772]

THE BEST THAT MONEY CAN BUY

CAPONS AND CHICKENS

cannot be excelled.
They are pronounced to be:

THE BEST IN THE EAST.

THE DAIRY FARM CO., LTD.

ON SALE.

HONGKONG HANSARD REPORTS

of the **MEETINGS** of the **LEGISLATIVE COUNCIL** for the Session 1912.

REVISED BY THE MEMBERS.

PRICE \$5.

DAILY PRESS OFFICE.

Hongkong, 25th June, 1913.

INTIMATIONS

LANE, CRAWFORD & Co. PIANO DEPT.

INVITE INSPECTION OF THE NEW **BROADWOOD "BABY" GRAND** WITH PATENT STEEL BARLESS FRAME. SOLID EBONISED MAHOGANY CASE. SPECIALLY CONSTRUCTED FOR THE CLIMATE.

UNEQUALLED PURITY AND EQUALITY OF TONE. LIGHT AND RESPONSIVE TOUCH AND EVEN BALANCE OF POWER.



OVERSTRUNG SCALE. 7½ OCTAVES. LENGTH 5 ft. WIDTH 4 ft. 9 in. SOLE AGENTS—LANE, CRAWFORD & CO. [145]

YOST TYPEWRITERS LATEST MODEL No. 20.

VISIBLE Writing. Standard Key Board, with Fractions, suitable for Merchants, Engineers, Bankers, Brokers, etc.
The same Model with French Key Board, also Brief Model for Lawyers and Accountants.
Special Monthly Terms if desired.

MacEWEN, FRICKEL & Co.,

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA. 4, Des Vaux Road, HONGKONG. SHAMKIN, CANTON. [392-1]

TO LET

FLATS, "WILD DELL," No. 147, Wanchai Road. Newly Built, each Flat with 3 ROOMS, Kitchen, Bathroom, and Servants' Quarters. Quiet Locality. "HOMESTEAD," No. 45, PEAK. Apply to—**TSANG KIT-FAN,** Comptroller Department, HONGKONG & SHANGHAI BANKING CORPORATION. Hongkong, 29th April, 1913. [522]

TO LET.

THE GROUND FLOOR of No. 6, DES VEAUX ROAD CENTRAL, consisting of a Strong Room and Outhouses suitable for Banking or Commercial Offices, ready for immediate occupation.
Apply to—**DAVID SASSOON & Co., Ltd.** Hongkong, 4th July, 1913. [850]

TO LET.

NO. 153, PRATA EAST, GODOWN. "RANFURLY," No. 11, Conduit Road. Apply to—**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.** Hongkong, 22nd July, 1913. [165]

TO LET—AT KOWLOON.

NEW MODERN 3-ROOMED FLATS with Two Bathrooms, Partry, Kitchen and Servants' Quarters. Bathrooms fitted with English Baths. Kitchen has English Cooking Range and Hot Water Boiler. Electric Light throughout. Immediate Possession.
ALSO
NEW FIVE-ROOMED TERRACE HOUSES with Tennis Courts. Ready for occupation about 1st May.
Apply to—**HUMPHREYS ESTATE & FINANCE CO., LTD.,** Alexandra Buildings, Hongkong, 12th May, 1913. [663]

TO LET.

SHOP, No. 12, Queen's Road Central. OFFICES, Nos. 12 & 14 Queen's Rd. Central. No. 9, MOUNTAIN VIEW, PEAK. No. 5, STEWART TERRACE, PEAK. Apply to—**M. J. D. STEPHENS.** Hongkong, 17th July, 1913. [722]

TO LET.

NO. 5, ORMSBY VILLAS, GRANVILLE ROAD, Kowloon, from 1st August. Tennis Court. Apply to—**SPANISH DOMINICAN PROCUATION,** 2, Seymour Road. Hongkong, 17th July, 1913. [868]

TO LET.

NO. 2, MOUNTAIN VIEW, THE PEAK. Apply to—**LINSTEAD & DAVIS.** Hongkong, 10th June, 1913. [720]

TO LET.

NO. 21, SHELLEY STREET. No. 59, THE PEAK, 6, CAMERON VILLAS, Mount Kellet. One GODOWN, Duddell Street. Furnished. "KIRKENDALL," No. 113, THE PEAK, till 30th September. Immediate possession.
"CRAIG BYRIB," No. 4, The Peak, 8 ROOMS, Tennis and Croquet Lawns; Fine Situation.
"MERION," No. 10, PEAK, Furnished or Unfurnished. 6 ROOMS. Cheap rental. To Let or For Sale. "GLENSHIEL," No. 124, Barker Road, PEAK, 5 ROOMS. For Sale. "LADEROOKE," No. 9, Conduit Road. Fine View of Harbour, 8 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 Servants.
For Sale. "HARTING and BOGATE" on part of Kowloon Island Lot No. 1154. Apply to—**LINSTEAD & DAVIS,** 3rd Floor, Alexandra Buildings, Hongkong, 3rd July, 1913. [64]

BANKS

YOKOHAMA SPECIE BANK LIMITED.

AUTHORISED CAPITAL, Yen 40,000,000
PAID-UP CAPITAL, Yen 30,000,000
RESERVE FUND, Yen 10,000,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at:
Antwerp-Helen, Calcutta, Bombay, Canton (China), Fungtien (Mukden), Hankow, Harbin, Honolulu, Kobe, London, Lyons, Nagasaki, Newchwang, New York, Osaka, Peking, San Francisco, Shanghai, Tientsin, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS. Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.
Hongkong, 31st March, 1913. [464]

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).
Capital, Yen 10,000,000
Capital Subscribed (paid up), Yen 6,250,000
Reserve Fund, Yen 2,620,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:
Amoy, Anying, Canton, Cebu, Keelung, Shanghai, Swatow, Tainan, Taipei, Tamsui, Tokyo, Yokohama.

HONGKONG OFFICE, 3, Des Vaux Road.
Interest allowed on Current Accounts. Deposits received on terms which may be had on application.
K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1913. [656]

THE MERCHANTILE BANK OF INDIA, LIMITED.

Authorised Capital, £1,500,000
Subscribed, £1,250,000
Paid-up, £625,000
Reserve Fund, £415,000

BANKERS:
BANK OF ENGLAND, and
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.
A. R. LINTON, Manager.
Hongkong, 14th July, 1913. [878]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York
LONDON OFFICE: 35, Bishopsgate, E.C.

BRANCHES:
Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS, \$7,000,000
EVERY DESCRIPTION OF BANKING BUSINESS transacted.

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THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.
PURCHASE AND SALE of Stocks and Shares effected.
TRAVELLERS' CHECKS sold and cashed.
GEORGE HOGG, Manager.
9, Queen's Road, Hongkong, 2nd November, 1912. [222]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$15,000,000
RESERVE FUNDS:
SHANGHAI, \$15,000,000
SILVER, \$17,200,000
RESERVE LIABILITY OF PROPRIETORS, \$15,000,000

COURT OF DIRECTORS:
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Hon. Mr. D. LANDALE, Deputy Chairman.
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C. S. Gubbay, Esq.,
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Hongkong—**N. J. STABB.**
MANAGER:
Shanghai—**A. G. STEPHEN.**

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED. On Current Accounts at the rate of Two per cent. per annum on the Daily Balance.
ON FIXED DEPOSITS,
For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4 per cent. per annum.
N. J. STABB, Chief Manager.
Hongkong, 8th May, 1913. [18]

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL, £1,200,000
RESERVE FUND, £1,700,000
RESERVE LIABILITY, £1,200,000
PROPRIETORS, £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and **FIXED DEPOSITS** received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT, Acting Manager.
Hongkong, 14th April, 1913. [133]

NEDERLANDSCH-INDISCH HANDELSBANK

(NETHERLANDS INDIA COMMERCIAL BANK)
ESTABLISHED 1853.

Authorised Capital Fl. 15,000,000 (£1,250,000)
Paid up Capital Fl. 14,905,350 (£1,242,112)
Reserve Fund Fl. 5,022,161.27 (£418,513)

HEAD OFFICE: AMSTERDAM
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK.
SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money on Current Account at the rate of 2 per cent. per annum on Daily Balances. Rates on Fixed Deposit can be ascertained on application.

G. VERMEY, Manager.
No. 5, Des Vaux Road Central.
Hongkong, 23rd April, 1913. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the **HONGKONG AND SHANGHAI BANKING CORPORATION.** Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.
Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on **FIXED DEPOSIT** at 4 per cent. per annum.

For the **HONGKONG AND SHANGHAI BANKING CORPORATION**,
N. J. STABB, Chief Manager.
Hongkong, 1st July, 1911. [19]

NOTHING BETTER FOR THE SEASON!

JUST RECEIVED.

STYLISH BATHING DRESSES and CAPS.
FINEST VOILES, STRIPED, FLOWERS and FANCY.
FINEST MUSLINS, PLAIN and **DOTTED.**
EMBROIDERED MATERIALS, &c., &c.
You will find Our Range Incomparable for Quality, Style and Prices.

HOOSAIN-ALI & Co.,

10, D'ARVILLE STREET, HONGKONG.
Hongkong, 26th June, 1913. [145]

ON SALE

AT THE

HONGKONG DAILY PRESS OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

OR

WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route from CANTON TO WUCHOW.
Hongkong, 5th April, 1913.

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c., and for

PRIVATE RESIDENTS at the OUTPOSTS, A Comprehensive and Complete Record of the

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY PRESS.

with which is incorporated

THE CHINA OVERLAND TRADE REVIEW.
Subscription, paid in advance.
\$12 per annum. Postage
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the World.



NAPIER JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF
IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.,
and from ALL WINE MERCHANTS.



MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH.
Alacrity, despatch-boat, 1,700 tons, 4 guns, 2,000 i.h.p., Comdr. A. C. Cochrane, Weihaiwei.
Atlas, admiral's flag, 615 tons, 1,400 i.h.p., Hongkong.
Bramble, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. B. E. Pritchard, Weihaiwei.
Britomart, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. W. H. Darvall, on passage Hankow.
Cadmus, British ship, 1,070 tons, i.h.p., 1,400 f.d., Comdr. Hugh P. E. T. Williams, Weihaiwei.
Cherub, water tank and tug, 390 tons, 340 i.h.p., Master W. Smith, Hongkong.
Clio, British ship, 1,070 tons, 1,400 i.h.p., Comdr. Mackenzie, Hongkong.
Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lieut. Comdr. Wilkinson, Hongkong.
Flora, 4,350 tons, 9,000 f.d., 12 guns, Capt. Charles F. Corbett, M.V.O., Shanghai.
Hamphire, 10,850 tons, 21,000 f.d., 14 guns, Capt. Marcus Rowley Hill, Weihaiwei.
Kiashe, 616 tons, 1,200 i.h.p., Lieut. Comdr. H. Marryatt, Yantai.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. F. C. C. Pasco, Singapore.
Minotaur, armoured cruiser (fleetship) Vice-Admiral T. H. Jerram, C.B., 27,000 i.h.p., Capt. E. B. Kidd, Weihaiwei.
Moonraker, armoured cruiser, 2,800 tons, 22,000 i.h.p., Capt. E. B. F. Bartlett, M.V.O., Weihaiwei.
Moorhen, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lieut. Comdr. Alan Dixon, West River.
Newcastle, 2nd class cruiser, 4,800 tons, turbine 22,000 f.d., Capt. F. A. Fowlett, Weihaiwei.
Nightingale, river gunboat, 85 tons, 240 i.h.p., Lieut. Comdr. Malcolm Murray, R.N., Yangtze.
Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Lieut. Comdr. Wilkinson, Hongkong.
Ribble, R.F., 590 tons, 750 f.d., 6 guns, Lieut. Comdr. E. J. G. Mackinson, Weihaiwei.
Robin, river gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. Comdr. J. Fleetwood-Nash, West River.
Rosario, depot ship for submarines, 980 tons, 1,400 i.h.p., Commander N. E. Archdale, Hongkong.
Sandpiper, river gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. Comdr. I. A. S. H. Hutton, West River.
Snipe, river gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. Comdr. Maurice B. Leslie, Yangtze.
Taku, torpedo boat destroyer, 395 tons, 6,000 i.h.p., Gunner W. H. Ryder, Hongkong.
Tamar, receiving ship, 4,650 tons, 6 guns, Commander E. Anstruther, C.M.G., Hongkong.
Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lieut. Comdr. Hou, Guy, St. Paul, Changchun.
Thistle, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. H. R. N. Cotterell-Dormer, Yangtze.
Uak, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lieut. Maxwell, Weihaiwei.
Vingo, torpedo boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Lieut. Comdr. Boddam Whetham, Weihaiwei.
Wallow, T.B.D., 590 tons, 7,500 f.d., 6 guns, Comdr. Seymour, Weihaiwei.
Whiting, torpedo boat destroyer, 350 tons, 5 guns, 5,900 i.h.p., Lieut. Comdr. P. Neville, Weihaiwei.
Widgeon, gunboat, 195 tons, 2 guns, 800 i.h.p., Lieut. Comdr. J. C. F. Barrett, Yangtze.
Woodcock, gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut. Comdr. M. B. R. Blackwood, Yangtze.
Woodcock, gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut. Comdr. Robin W. Lloyd, Yangtze.
Submarines:—
C. 36, D. J. McGillivray, Lieut. Comdr.
C. 37, J. A. Gaimies, Lieut. Comdr.
C. 38, R. K. C. Pope, Lieut. Comdr.
T.B. 635, Lieut. Comdr. Handley, Hongkong.
T.B. 636, Lieut. Comdr. Stilman, Hongkong.
T.B. 637, Lieut. Comdr. Nicol, West River.
T.B. 638, Lieut. Comdr. Seymour, West River.

SCIENTIFIC MISCELLANY.

ARTIFICIAL DIAMONDS OF BETTER SIZE.

Diamond-making, after a period of neglect, is being revived. For experiments with a modified Moissan process, Wm. Brandt, a German chemist, suggests using commercial iron thionite and carbon powder in an iron-plate cylinder packed with fluor spar, and, after igniting, collecting in water the hot mass as it melts through the cylinder. The iron, separated mechanically from the slack, is treated with aqua regia and other solvents and fused with sodium bisulphite, when minute diamonds sink as the powder left is taken up with methylene iodide. The Moissan diamonds are very small, and the specimens lately announced by E. de Boisemann, measuring nearly a tenth of an inch, are so great an advance that new hopes of commercial success have been aroused. The new process is said to depend upon the electrolysis of calcium carbide by the direct current in the electric furnace. The dark spongy material collecting at one pole contains the diamond crystals, and there is reason to look for increase of their size by simply lengthening the application of current. The crystals are collected by pulverizing the spongy mass.

ARTIFICIAL TWINKLING OF STARS.

The imitation star-twinkling suggested by a London physiologist depends upon the discovery that the centre of the retina is sensitized from the periphery, and may be extra sensitive or blind at any given instant. On looking at a small light across a dark room, the eye being kept motionless, the twinkling appears. Pale bluish-violet circles contract from the periphery to the centre of the field of vision, the light brightens, and then it disappears if the circles stop.

ELECTRICALLY STIMULATED DIGESTION.

A notable physiological influence of high-frequency electric currents has been brought to notice by Dr. Bergonie of Bordeaux. They caused to be taken up by the body seventy per cent. of the food ordinarily passing undigested, and thus greatly increased the efficiency of food. Destruction of microbes—especially of malaria—was further action.

MANGANESE AND ZINC AS FERTILIZERS.

The rare elements of living organisms are being gradually shown to have an importance physiologically that not long ago was quite unsuspected. In earlier researches at the Pasteur Institute, Bertand and Javillier discovered that manganese and zinc have each a very remarkable effect on the growth of certain spores, and now they have proven that the combined action is even greater. That is, there is larger increase in weight with both metals than with one alone. This increase is not due wholly to the amounts of these substances taken up, for these are very small, but these elements of the cell seem to be catalyzers necessary for the chemical actions of growth, and thus very minute quantities influence by their more presence the total absorption of all mineral elements. In higher plants, manganese fertilizer has been found to give increase both in growth and in the total amount of ash.

A FURNACE-GAS GHOST.

The discovery of carbon monoxide poisoning as a cause of ghostly manifestations is the latest contribution to the results of psychic research. It became known lately that one of Boston's fine residences was haunted, and that the children and servants—who slept on the third and fourth floors—often awoke at night with sensations of great oppression and of some strange presence near; footsteps about the house were heard, and it was even rumored that apparitions were seen. Called to investigate, Franz Schneider, Jr., a biologist of the Institute of Technology, found sufficient explanation in a very defective hot-air furnace. The rooms were filled with sulphurous oxide and carbon monoxide, and the effects were those especially of carbon monoxide poisoning—the illusion of walking spirits being probably aided by outside sounds.

METAL TEETH-ROOTS.

A hollow latished cylinder of iridium-platinum closely fitted into an incision in the jaw-bone is the artificial tooth-root recommended by Dr. Greenfield of Wichita, Kans. It becomes firmly fixed in six weeks or less, and is then a solid base for a porcelain or other tooth. It is claimed that this is much better and more permanent than a transplanted natural tooth, which is destroyed by absorption within a few years.

THE LEAF PERIOD.

From a study of the growth and fall of the leaf in perpetual summer, botanists in Java and Ceylon have been lately seeking new light on an old subject. At the Botanic Gardens at Buitenzorg, G. Volken has found the climate not quite uniform, as there is a periodicity in precipitation, relative humidity, and insulation; and from records of more than 100 tree species growing in the Gardens he has obtained illustrations of nearly every kind of foliage behaviour—some trees being regularly deciduous once or twice a year, certain evergreens having uniform foliage gradually renewed throughout the year. He concludes that the leaf-fall is not due to the checking of activity by an excess of stored food, some unknown internal action of the protoplasm seeming to him the primary cause. On the other hand, G. Klebs decides that periodicity of plant habit is governed by periodicity of external conditions, and that the supply of food materials may play a leading part. His conclusions are based partly on experimental altering of the periodicity. Trees stripped several months before the usual time have renewed their foliage and continued it during the season when they are usually bare; some deciduous European trees in the tropics no longer wholly dropped their leaves at any season; and tropical trees of periodic habit have been made to change their period by varying the fertility of the soil.

WM. POWELL, LTD.

TELEPHONE 346.

MIDSUMMER CASH SALE NOW PROCEEDING

An excellent opportunity to purchase goods for the remaining SUMMER MONTHS

AT
REDUCED PRICES
EVERYTHING CLEAN AND FRESH
NO OLD STOCK.

(GOOD VALUES IN ALL DEPARTMENTS.)

WM. POWELL, LTD.

USE BEECHAM'S PILLS

Keep your liver active and the small every-day worries and disappointments will not trouble you. It is the mind that makes us happy and our condition of life, and when you keep your stomach healthy, your bowels active, your blood pure by the regular use of Beecham's Pills, your mind will always be clear and cheerful. Most of the hardships of life are directly due to disordered digestion. The health of the whole body is affected by the condition of the liver.

By their gentle purifying action Beecham's Pills accomplish wonderful mental and physical changes. They aid digestion and assimilation and enable you to enjoy the great benefit of the full nutriment in your food. They will keep you free from illness and help you to attain success by giving the mind energy, vigour and determination. They have a direct influence upon your bodily comfort and material welfare, and make living easy.

Sold in boxes labelled price 6d., 1/11d. & 2/6.

BREAD KEPT NEW.

Bread may be prevented for several days from becoming stale, it appears, by a suitable degree of either heat or cold. At the University of Amsterdam, Dr. J. R. Katz has made experiments in which bread was kept more than 40 hours in the new condition by a temperature of 140deg. F., and was cooled below freezing with the same result. At these temperatures the absorption of water by the crust is prevented.

LIKE CURES LIKE.

A species of Mexican snail, of the family of Glanidinidae, has acquired such a reputation for cannibalism that it is actually being considered as an importation to France to abate the plague of common snails with which the French farmer is being afflicted. An adult Glanidina is said to have eaten ten snails in twenty-four hours.

SHIPPING NOTES

A meeting of officers of the Mercantile Marine was held at Singapore last week. It was unanimously decided to form a Merchant Service Guild for Singapore and the Straits, having for its objects the social and professional improvement of its members. The following provisional committee was appointed to carry out the formation of the Guild:—Capt. Rushton, Dunlop, Darke, Morris; Messrs. Pethie, Manus, Jones and Makepeace.

There is reported to be a good demand for ships' officers in London, says *Shipping and Engineering*. On tramp steamers the average wages for chief officers are £12 per month, while second mates get £10, and third mates £7 10s. Quite recently there were required for service with the Amazon Cable Company a chief officer and a second mate. The agreement was for three years, and the wages of the chief officer are £18 per month for the first year, £19 for the second, and £20 for the third. The corresponding pay for the second mate is £13, £14, and £15.

A London financial paper remarks:—The Russian Volunteer Fleet has not hitherto been credited with much enterprise, its erratic exploits during the war with Japan excepted; but those responsible for its management have taken a step of far-reaching importance by deciding upon the inauguration, in July, of a service between Vladivostok and Vancouver and several other ports on the Pacific coast of North America. As a matter of fact this may be productive of greater consequences than seems possible on first consideration; for, quite apart from the developments of trade that will most likely take place, it is intended to give special attention to emigration traffic. Russians are to be carried at reduced rates to the United States and Canada, while, on the other hand, it is hoped to induce the settlement of a large number of American and Canadian farmers and manufacturers in Siberia. The Royal Mail Steam Packet Company's service between Portland (O.) and the Orient is now in operation, the vessels connecting in Far-Eastern waters with the Glen and Shire line boats from Europe via Suez. So far, German activities have not yet materialized.

QUEEN ALEXANDRA DAY.

AN OXFORD STREET IDYLL.

From an account of the scenes in the streets of London on "Alexandra Day," we take the following:—
All the ladies who sold the roses wore dresses of white and rose-trimmed hats, and as early as seven o'clock the daintily-costumed sellers were to be found at their stations at all the railway termini. The man hurrying to catch his train could not buy his ticket before he had purchased his rose, and the few who escaped at one end of the station were invariably caught at the other.

There were many pleasant incidents during the day, and a *Daily Graphic* representative was a witness of one very picturesque little act of charity. An elderly man, in a straw hat and a grey suit, was strolling down Oxford Street. His buttoned-up coat was innocent of a rose, and he scowled as he walked in the sunshine. Two rose-girls approached him, but here obviously was one who would have none of the frivolities of artificial flowers, even for so good a cause, and they drew back. The frowning man passed on, until a smiling girl, with hair down her back, planted herself in his path.

"You may frown as much as you like," she cried; "I'm not afraid of you. But you can't pass me without a rose."
The frown disappeared quite magically, and a very human smile took its place.
"Suppose I call a policeman?" he said with a laugh.

"Then I'll have you locked up at once," retorted the child.
"Well, then, you must pin it on for me," he declared, and produced half-a-crown. Then he unbuttoned his coat and held it open—behind! nearly the whole of the lining on the left side was covered with roses.

"There's not much room left, is there?" said the angry man.
"Oh, that is sweet of you!" cried the little rose-girl, as she planted her flower neatly between two others: "I could kiss you."

The angry man laughed again, raised his hat, and walked away, resuming his fierce scowl as he went.

Among the many well-known ladies who sold flowers in the streets were the Lady Mayores, who was at the Mansion House with a number of assistants; the Countess of Wilton, at the Stock Exchange; the Princess Thurn and Taxis, the Countess of Dunmore, the Countess of Mayo, the Countess of Safford, Countess Cadogan, the Countess of Limerick, Viscountess Parker, Viscountess Barrington, the Marchioness of Bute, and Lady Beaumont.

The celebration was not confined to London, for in three hundred towns throughout England and Wales the festival was observed in a similar way.

ROSE LEAFETS.

Out of every penny expended on a rose the hospitals will, it is stated, benefit to the extent of three farthings.

Animals were passed into the service. In Oxford Street a Danish hound had strapped to its back the stock-in-trade of its mistress.

MOUTRIE'S SUPPLY THE PIANO

FIVE YEARS' GUARANTEE.
LIBERAL DISCOUNT FOR CASH.

PRICES RANGE FROM

\$380.00

EASY TERMS FOR HIRE PURCHASE.

S. Moutrie & Co., Ltd.

[629-2]

APPLICATIONS

FOR AGENCIES IN

CHINA & JAPAN

Should be sent to our Agent:—

MR. T. RUDDIMAN JOHNSTON,

13, (MITSUWADA-MACHI), AZABU-KU, TOKYO, JAPAN.

SHACKELL, EDWARDS & CO., LTD.

MAKERS OF

PRINTING INKS

FOR OVER 120 YEARS.

RED LION PASSAGE, FLEET STREET, LONDON, E.C.

NOTICES TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

Chartered s.s. "BENACRE,"

Arrived Hongkong on 18th July, 1913,

FROM BOMBAY.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 9 days including date of arrival will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 19th July, 1913.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE."

FROM MIDDLESBRO, LONDON AND SUEZ.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 1st Aug., or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 18th July, 1913.

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FROM EUROPE.

THE H.A.L. Steamship

"SILESIA"

Captain Christiansen, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given To-day. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 24th inst., at 9.30 A.M. No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo: Ex s.s. "Jelo" from Drammen. Ex s.s. "Norge" from Göteborg. HAMBURG-AMERICA LINE, Hongkong Office. Hongkong, 18th July, 1913. [897]

NOTICES TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

Chartered s.s. "ASSAYE,"

Arrived Hongkong on 17th July, 1913,

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—From London, &c., ex s.s. "Mongolia." From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 17th July, 1913.

NOTICE TO CONSIGNEES.

S.S. "CHINA,"

FROM SAN FRANCISCO VIA JAPAN

PORTS AND MANILA.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature and take immediate delivery of Cargo from alongside. Cargo impeding discharge will be landed immediately at Consignees' risk and expense.

Cargo remaining undelivered TUESDAY, 22nd inst., at Noon, will be landed at Consignees' risk and expense.

Cargo remaining undelivered MONDAY, 23rd inst., at Noon, will, in addition to landing charges, be subject to storage charges.

No Fire Insurance whatever will be effected. All chafed and otherwise damaged Cargo will be examined at the above Company's Godown SATURDAY, 26th inst., at 10 A.M.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 21st August, otherwise they will not be recognized. O. H. RITTER, Acting Agent.

Hongkong, 21st July, 1913.

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ON SALE.

MAIL TABLES

FOR 1913.

Shows the dates of departure of the Mails of Europe and America, and the dates of their expected arrival at their destinations, as well as the date of return Mails.

Mounted in Card ... 30 Cents.

On Paper ... 25 "

On Sale at the Hongkong Daily Press Office. Hongkong 10th January, 1913.

BRITISH INDIA S. N. CO., LTD.

A P C A R LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "THONGWA," 6,200 tons, Captain O. M. Robins, will be despatched to SHANGHAI, KOBÉ and MOJI on 23rd July, at Noon.
S.S. "TORILLA," 5,205 tons, Capt. C. J. Swanson, will be despatched to KOBÉ & MOJI, (Yokohama if sufficient indentment offers) on 26th July, at 4 p.m.

WESTWARD.

S.S. "JELUNGA," 5,205 tons, Captain J. R. O. Sullivan, will be despatched for SINGAPORE, PENANG and CALCUTTA on 26th July.
S.S. "ABHATOON APCAR," 4,450 tons, Capt. W. Walker, will be despatched as above on 2nd August.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, 22nd July, 1913.

AGENTS

"THE BIG 4" of the PACIFIC MAIL S.S. CO.

MONGOLIA 27,000 tons, twin screws.	COMFORT.	FROM HONGKONG calling at SHANGHAI, NAGASAKI, KOBÉ (via Inland Sea), YOKOHAMA and HONO-
MANOHURA 27,000 tons, twin screws.		
KOREA 18,000 tons, twin screws.	SAFETY.	LULU (the Paradise of the Pacific) through Service via NEW YORK to Europe.
SIBERIA 18,000 tons, twin screws.		
NILE ... 11,000 tons.	SPEED.	
GHINA ... 10,200 tons.		
PERSIA ... 9,000 tons.		

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £34 to London (return ticket £90.10s.) and to San Francisco £36. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS.	Tons	Starting
CHINA	10,200	TUESDAY, 29th July, at 3 p.m.
MANOHURA	27,000	TUESDAY, 5th Aug., at 1 p.m.
NILE	11,000	SATURDAY, 16th Aug., at 3 p.m.
MONGOLIA	27,000	SATURDAY, 23rd Aug., at 1 p.m.
PERSIA	9,000	SATURDAY, 13th Sept., at Noon.
KOREA	18,000	SATURDAY, 20th Sept., at 1 p.m.
SIBERIA	18,000	SATURDAY, 4th Oct., at 1 p.m.
CHINA	10,200	TUESDAY, 14th Oct., at 3 p.m.

• INTERMEDIATE STEAMERS.
Passengers holding through Tickets have the privilege of travelling by Train between Korea and YOKOHAMA Free of Charge.

HONGKONG—MANILA SERVICE.

From HONGKONG.	Arrive Manila.	Leave Manila.	From MANILA.	Due Hongkong.
29th July ... CHINA ... 31st July.		25th July ... MANOHURA ... 27th July.		
15th Aug. ... NILE ... 18th Aug.		6th Aug. ... NILE ... 8th Aug.		
15th Sept. ... PERSIA ... 15th Sept.		14th Aug. ... MONGOLIA ... 16th Aug.		
14th Oct. ... CHINA ... 16th Oct.		2nd Sept. ... PERSIA ... 4th Sept.		
28th Oct. ... NILE ... 30th Oct.		10th Sept. ... KOREA ... 12th Sept.		

LET US PLAN AN ITINERARY FOR YOU.

King's Buildings (opposite Blake Pier).
O. H. RITTER, Acting Agent.
Panama-Pacific International Exposition—San Francisco—1915

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

FOR	STEAMER	TO SAIL
SHANGHAI, KOBÉ and CHINA	On 28th July, at A.M.	
YOKOHAMA	Capt. Berthege	
MARSEILLES VIA PORTS	On 29th July, at 1 p.m.	
	Capt. Brunot	

TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marcellles.
For further particulars apply to
S. O. DE BUSSIERRE, ACTING AGENT,
QUEEN'S BUILDING

THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM
HONGKONG

TO:

VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OYBELAND COMMON POINTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.
From HONGKONG: 2nd August. Connecting with "MIRAMICHI" 16th August.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient indentment offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGERS AGENTS,

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HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

TUESDAY, 22ND JULY, 1913.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."

10 p.m. "KINSHAN." 5 p.m. "KINSHAN."

WEDNESDAY, 23RD JULY, 1913.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."

10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

A Telephone service has been recently installed on the Canton Company's steamers, Day steamers Call No. 776 Night steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 27TH JULY, 1913.

The Company's Steamship "SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOL-SANG," 457 tons.

Departures from Macao on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD. AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANTUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier.

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SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS TONS DATE OF SAILINGS.

For Freight and Further Particulars, apply to
TELEPHONE No. 171.
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

SAN FRANCISCO SCENIC ROUTE

TRANS-PACIFIC
TOYO KISEN KAISHA
TRANS-CONTINENTAL

WESTERN PACIFIC DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU ... 22,000 tons.

S.S. OHIO MARU ... 22,000 tons.

S.S. SHINYO MARU ... 22,000 tons.

AND
S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

S.S. HONGKONG MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket, baseball games and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. Lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.
Through Tourist's Sleepers.
Dining Car—Observation Cars.
Electric Light—Electric Fans, Union Depots.
New lands, cities and scenery—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.
When taking Passages over the SAN FRANCISCO SCENIC ROUTE ask for Ticket form No. 626.

O. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

75, MAIN STREET, YOKOHAMA AND KING'S BUILDING, HONGKONG. 157

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUZ and PORT SAID.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 15th August, at 4 p.m.
Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside cabins. Doctor, Stewardess, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUZ and PORT SAID.

S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 31st July.

These Steamers are fitted with comfortable one class accommodation for 1st Class Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London: BY SIMPLON EXPRESS:

Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £8.15, II £6.15, BY ST. GOTTHARD EXPRESS:

Via Venice, Milan, St. Gotthard, Lucerne, Basle, Calais or Boulogne, Class I £9.15, II £6.15, BY BREMER EXPRESS:

Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £9.11, II £6.9, BY TAVERN EXPRESS:

Via Munich, Cologne, Hook or Flushing, Class I £7.15, II £5.15

TO SHANGHAI

S.S. "BOHEMIA," 7,900 tons, will leave as above on 1st August, at 6 a.m.

FARES: Hongkong-Shanghai, £5 1st, £4 2nd, £2 3rd Class.

TO KOBÉ via SHANGHAI, YOKOHAMA.

S.S. "VORWÄRTS," 12,500 tons, will leave as above about 31st July.

Cargo taken at through rates to all ports in Atlantic, Levant, Black Sea & Danube, also North & America.

SANDER, WIELER & Co., Ag.

Hongkong, 18th July, 1913. Princes' Building. 152

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS!

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)
Steamer	Noon, SATURDAY	Steamer	SUNDAY	SATURDAY
ASSAYE	August 2	MALOA	Aug. 31	Sept. 16
DELTA	August 16	MONGOLIA	Sept. 14	Sept. 29
ARCADIA	August 30	MAEDONIA	Sept. 27	Oct. 3
DEVANIA	Sept. 13	MALWA	Oct. 11	Oct. 17
ABANYA	Sept. 27	KOOLAN	Oct. 25	Oct. 31
CHINA	October 11	MOBE	Nov. 8	Nov. 14
DELTA	October 25	MARMORA	Nov. 22	Nov. 28
INDIA	Nov. 8	MOLDAVIA	Dec. 6	Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved to Hongkong at the time of Booking.

FARES TO LONDON.

1st SALOON £71.10 SINGLE, £105.14 RETURN.

2nd SALOON £48.10 SINGLE, £72.12 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRADE) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES;

PROPOSED SAILINGS:

STEAMERS	Leave	Due	Due
HONGKONG	MARSEILLES	London	London
About	About	About	About
SARDINIA	July 23	August 29	Sept. 7
SIMLA	August 6	Sept. 12	Sept. 21
NAMUR	August 20	Sept. 25	Oct. 5
NANKIN	September 3	October 9	Oct. 18
NYANZA	September 17	October 24	Nov. 2
NOBE	October 1	Nov. 5	Nov. 16
NILE	October 15	Nov. 19	Nov. 29
SYRIA	October 29	Dec. 2	Dec. 11
SUMATRA	November 12	Dec. 15	Dec. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON.

1st SALOON £55.00 SINGLE, £82.10 RETURN.

2nd SALOON £38.10 SINGLE, £57.4 RETURN.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

For further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
AND DISPLACEMENT			
MARSEILLES, LONDON and ANTWERP, via SINGA.	ATSUTA MARU	16,000	WED'DAY, 30th July, at Daylight.
PORE, PENANG, COLOMBO, SUEZ and PORT SAID ...	HITACHI MARU	13,000	WED'DAY, 13th Aug., at D'light.
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKKAICHI, SHIMIZU and YOKOHAMA ...	SANUKI MARU	12,500	TUESDAY, 29th July, at 4 p.m.
	SHIDZUOKA MARU	12,500	TUESDAY, 12th Aug., at 4 p.m.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE ...	INABA MARU	12,500	WED'DAY, 30th July, at Noon.
	NIKKO MARU	9,600	WED'DAY, 27th Aug., at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON ...	TOSA MARU	12,500	SATURDAY, 26th July.
BOMBAY via SINGAPORE, and COLOMBO ...	PENANG MARU	12,000	MONDAY, 4th August.
KOBÉ and YOKOHAMA ...	KITANO MARU	16,000	WED'DAY, 30th July, at 5 p.m.
SHANGHAI, KOBÉ and YOKOHAMA ...	NIKKO MARU	9,600	WED'DAY, 30th July, at 11 a.m.
NAGASAKI, KOBÉ and YOKOHAMA ...	SHINYO MARU	12,500	WED'DAY, 23rd July.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA	KOBÉ	MOJI	NAGASAKI
	Return.	Return.	Return.	Return.
1st Class ...	\$135	\$122	\$108	\$95
2nd " ...	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FROM	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES.	SARDINIA Capt. G. Manley	About 23rd July.	Freight and Passage.
SHANGHAI, KOBE, NANKIN, AND YOKOHAMA.	DELTA Capt. E. P. Martin, R.N.R.	5 p.m. 24th July.	Freight and Passage.
SHANGHAI.	DELTA Capt. E. P. Martin, R.N.R.	About 31st July.	Freight and Passage.
LONDON via USUAL PORTS OF CALL.	ASSAYE Capt. G. J. Coldwell	Noon 2nd Aug.	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 31st July, 1913.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SWATOW, WEIHAIWEI, CHEFOO, & TIENTSIN.	"KUEICHOW"	On 22nd July, 3 p.m.
MANILA, CEBU and ILOILO.	"CHINHUA"	On 22nd July, 4 p.m.
SHANGHAI.	"ANHUI"	On 24th July, 4 p.m.
SHANGHAI.	"CHENAN"	On 26th July, 4 p.m.
SHANGHAI.	"SHANGHAI"	On 27th July, 4 p.m.
SHANGHAI.	"YICHANG"	On 27th July, 4 p.m.
SHANGHAI.	"YINGCHOW"	On 28th July, 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation, Electric Fans fitted, Extra State-rooms on Deck, etc. on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Moray Pier at 12 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE \$15.....RETURN \$75.

For Freight or Passage apply to—
HONGKONG, 22nd July, 1913. BUTTERFIELD & SWIRE, AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN.

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 22nd July, at 11 A.M.
"HAIYANG"	Capt. W. C. Passmore	FRIDAY, 25th July, at 11 A.M.
"HAIYANG"	Capt. J. S. Roach	TUESDAY, 29th July, at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIYANG" ... Capt. J. W. Evans ... SUNDAY, 27th July, at 10 A.M.

Steamers will arrive at and depart from the Company's Wharf (near Blakely Pier). During the Months of July and August FIRST CLASS RETURN FARES to FOOCHEW will be subject to a Reduction of 20% on the full Fares.

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 22nd July, 1913.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	On 28th July.	On 16th Aug., 11 A.M.
ALDENHAM	On 31st July.	

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

HAMBURG-AMERIKA LINIE.

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and VANCOUVER (B.C.) and PORTLAND (Or).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, KOBE & YOKOHAMA.	FOR HAVRE, BREMEN & HAMBURG.
S.S. BRISGAVIA ... 24th July.	S.S. BRISGAVIA ... 24th July.
S.S. BRISGAVIA ... 30th July.	S.S. BRISGAVIA ... 29th July.
S.S. SCANDIA ... 14th Aug.	S.S. BRISGAVIA ... 29th July.
S.S. SENEGAMBIA ... 26th Aug.	S.S. BRISGAVIA ... 29th July.
S.S. UCKERMARKE ... 28th Aug.	S.S. BRISGAVIA ... 29th July.
S.S. LIBERIA ... 11th Sept.	S.S. BRISGAVIA ... 29th July.
S.S. ABABIA ... 23rd Sept.	S.S. BRISGAVIA ... 29th July.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 15th July, 1913.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU SHINYO MARU

TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

NIPPON MARU & HONGKONG MARU.

INTERMEDIATE STEAMERS

Speed 18 KNOTS, Displacement 11,700 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Greene	THURSDAY, 7th Aug., Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 24th Aug., at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 14th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU on THURSDAY, the 7th August, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

ANYO MARU, BUYO MARU and KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
KIYO MARU	17,200	TUESDAY, 5th Aug., at Noon.
BUYO MARU	10,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500	WEDNESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blakely Pier).

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PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 26th July, 4 p.m.
ZAFIRO	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 5th Aug., 4 p.m.

Electric Light. Fans in every Cabin. Competent Stewardess Carried. For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers. Hongkong, 17th July, 1913.

PHILIPPINES S.S. Co., Ltd.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO. FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

STEAMER	CAPTAIN	LEAVING
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 23rd July, at 1 p.m.
"CHICAGO MARU"	Goto	THURSDAY, 7th Aug., at 1 p.m.
"CANADA MARU"	K. Hor	WEDNESDAY, 20th Aug., at 1 p.m.
"TACOMA MARU"	T. Hamada	THURSDAY, 4th Sept., at 1 p.m.
"PANAMA MARU"	J. Kanoo	WEDNESDAY, 17th Sept., at 1 p.m.
"SEATTLE MARU"	T. Saito	THURSDAY, 2nd Oct., at 1 p.m.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG & COLOMBO.

Steamer	Captain	Leaving
"INDO MARU"	M. Nemoto	WEDNESDAY, 30th July, P.M.
"LUZON MARU"	H. Yamamoto	TUESDAY, 26th Aug., 4 p.m.
"SAIGON MARU"	T. Yamaguchi	MONDAY, 22nd Sept., 4 p.m.

FOR MOJI, KOBE AND YOKKAICHI.

Steamer	Captain	Leaving
"SAIGON MARU"	T. Yamaguchi	FRIDAY, 22nd Aug., P.M.
"INDO MARU"	M. Nemoto	SATURDAY, 20th Sept., P.M.
"LUZON MARU"	H. Yamamoto	TUESDAY, 21st Oct., P.M.

CHINA & FORMOSA LINE.

FOR FOOCHEW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Y. Yamamoto	WEDNESDAY, 30th July, at 2 p.m.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	S. Tokushige	SUNDAY, 27th July, at Noon.
"DAIGI MARU"	M. Nagano	SUNDAY, 3rd Aug., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashiro	WEDNESDAY, 23rd July, at 10 A.M.

FOR CANTON.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashiro	

These Steamers of Coast and Formosa Line have excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soan Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA

MANAGER

Second Floor, No. 1, Queen's Building

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG.	"PRINZ EITEL FRIEDRICH"	16,000	Wednesday, 23rd July, at 9 A.M.

SHANGHAI, TSINGTAU, KOBE and YOKOHAMA.	"PRINZESS ALICE"	20,300	About Wednesday, 23rd July.
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MANILA, YAP, MARONN, NEW- GUINEA, BIRBEANE, SYDNEY and MELBOURNE.	"PRINZ SIGISMUND"	6,000	Saturday, 9th Aug., at 9 A.M.
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KOBE and YOKOHAMA.	"PRINZ SIGISMUND"	6,000	About Tuesday, 23rd July.
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JESSELTON, KUDAT and SANDAKAN.	"BOENRO"	5,000	Wednesday, 23rd July, at 9 A.M.
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All the Steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD.

MELOHRS & Co.

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 22nd July, 1913.

AVERAGE MARKET PRICES.

July 18th, 1913.

The Prices are given in Dollar Cents.

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